

ENVIRONMENTAL ASSESSMENT
with an ENVIRONMENTAL ASSESSMENT WORKSHEET

OVERLAND DRIVE
State Project: 159-080-12
Minnesota Project: STP 5504(103)
City Project: M074 (J9708)

From 65TH ST. NW and BANDEL ROAD NW to CR 112 (18TH AVE. NW) in
City: ROCHESTER, in County: OLMSTED of Minnesota
Sections 4, 9, and 10, Township 107, Range 14

Submitted pursuant to [42 U.S.C. 4332](#) and M. S. [116D](#)

By the
U.S. Department of Transportation Federal Highway Administration and
Minnesota Department of Transportation for

Construction of approximately 1.1 mile segment of new three-lane roadway

Contacts: FHWA: Kevin Kliethermes
Environmental Engineer
Galtier Plaza
380 Jackson Street, Suite 500
St. Paul, MN 55101-2904
Phone: 651-291-6123

CITY: Barbara Huberty
Project Manager
City of Rochester
201 4th St. SE, Room 108
Rochester, MN 55904
Phone: 507-529-4907

Recommended for approval by:

Richard W. Freese	Date
Rochester City Engineer	

Steven Kirsch	Date
District 6 State Aid Engineer	

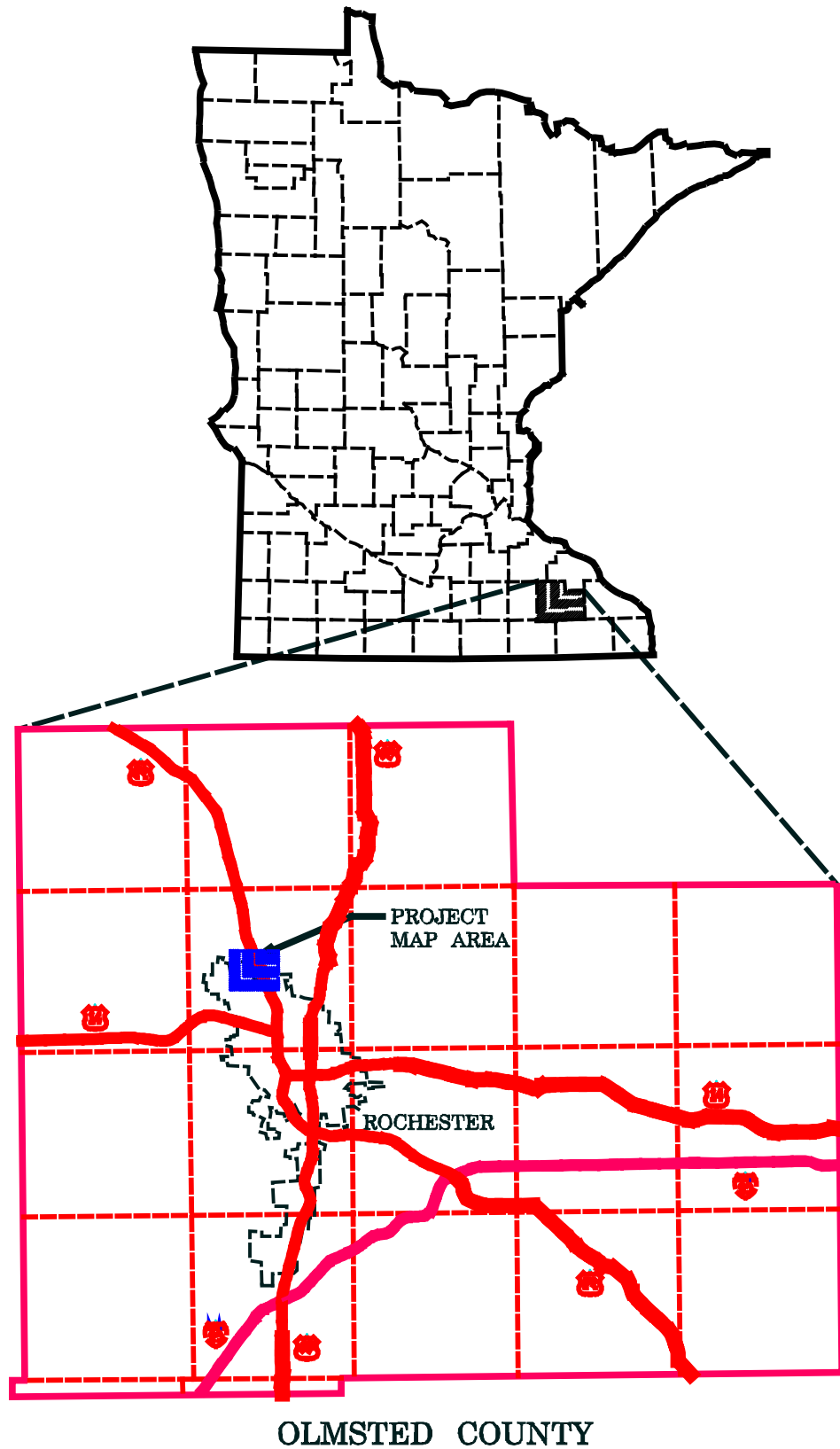
Approved by:

Division Director	Date
State Aid for Local Transportation, MnDOT	

FHWA – Project Development Engineer	Date
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AREA MAP



PROJECT MAP

OVERLAND DRIVE (2004) 65TH ST NW AND BANDEL ROAD (2005) CITY OF ROCHESTER

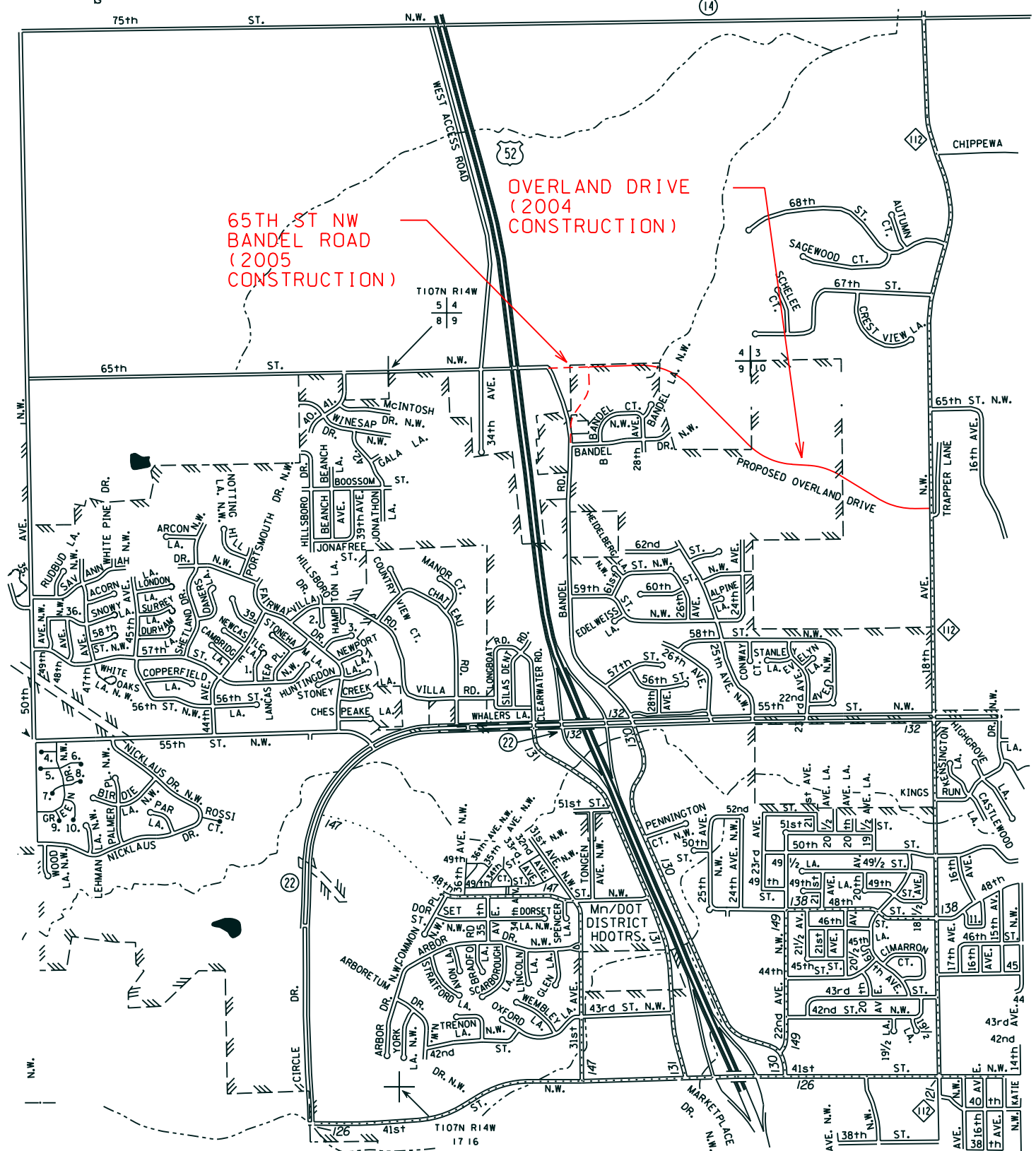
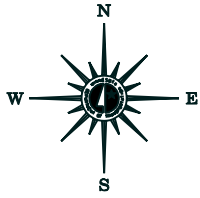


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I. REPORT PURPOSE

This Environmental Assessment/Environmental Assessment Worksheet (EA/EAW) provides background information including:

- need for the proposed project
- alternatives considered
- environmental impacts and mitigation
- agency coordination and public involvement

This EA/EAW was prepared in accordance with the National Environmental Policy Act (NEPA) and state environmental review requirements (42 USC 4332 and M.S. 116D.) At the federal level, the EA is used to provide sufficient environmental documentation to determine the need for an Environmental Impact Statement (EIS) or that a Finding of No Significant Impact (FONSI) is appropriate. At the state level, the EA is used to provide sufficient environmental documentation to determine the need for a state EIS or that a Negative Declaration is appropriate.

At the state level, this document also serves as an Environmental Assessment Worksheet (EAW). Minnesota Rules 4410.1300 allows the EA to take the place of the EAW form, provided that the EA addresses each of the environmental effects identified in the EAW form. This EA includes each of the environmental effects identified in the EAW form.

The City of Rochester is the proposer and Responsible Governmental Unit for this project. Preparation of an EAW is considered mandatory under Minnesota Rules 4410.4300 subp. 1, and under the following subsection(s):

4410.4300 subp. 22 (A) - construction of a road on a new location over one mile in length that will function as a collector roadway.

This document is made available for public review and comment in accordance with the requirements of 23 CFR 771.119 (d) and Minnesota Rules 4410.1500 through 4410.1600.

Project Description

New construction of a 1.1 mile, three lane arterial urban roadway connecting Bandel Road NW to County Road 112 in Rochester, MN. Reconstruction of 1100' on 65th St. NW and realignment of 1200' of Bandel Road NW in 2005. 65th St. NW will be a four lane arterial roadway and Bandel Road will be three lane collector roadway.

II. PURPOSE AND NEED FOR PROJECT-

The north side of Rochester is rapidly developing. Currently, there are no east-west roadways connecting Bandel Road and CR 112 (18th Avenue NW) between 55th Street NW and 75th Street NW, a distance of approximately two miles.

With growth in northwest Rochester, 55th St. NW is experiencing increasing traffic congestion. 55th St. NW average daily traffic (ADT) at Bandel Road increased 3000 vehicles per day (vpd) between the years 2000 and 2002 to a total of 18,000 vpd. Forecasts done by the City of Rochester predict traffic on 55th St. NW will double by 2025 if improvements are not made to the 65th St. NW intersection with TH 52. The level of service (LOS) on 55th St. NW is expected to drop to F (gridlock conditions) by 2025 on both sides of TH 52 without building an interchange and connecting roads at 65th St. NW. As the LOS decreases, air quality declines because more vehicles are stationary/idling and safety becomes a concern with more vehicles traveling the roadway. As a new east/west route between Bandel Road and CR 112, Overland Drive will relieve some of this congestion.

Overland Drive will be part of the City of Rochester's state-aid system. Overland Drive has been identified by the Rochester Olmsted Council of Governments (ROCOG) as an arterial in their August 2000 Long Range Thoroughfare Plan. The City and County land use plans identify this area as part of the 25 year urban service area. Within that 25 year service area, the plans designate the land use as low density residential. The Rochester School District has plans for a new school near the project, but no date for construction has been determined. Overland Drive will provide access to existing and future residential developments between CR 112 and Bandel Road. Overland Drive will provide an alternative route to and from the existing large lot, low density residential area east of CR 112. The project includes a bike path on both sides of Overland Drive to provide an alternate transportation route for pedestrian and bike traffic.

Overland Drive will connect to the west side of CR 112. No plans for an extension of Overland drive east of CR 112 exist in city or county plans. The land immediately east of CR 112 has been designated as a "Resource Protection Area" by the Rochester-Olmsted Planning Department.

The project also includes a minor realignment of Bandel Road in 2005. The realigned Bandel Road is necessary to avoid direct connection with the TH 52 access ramps, provide a safe separation distance between intersections, and to provide a direct continuation of the frontage road north and south of 65th St. NW. The interchange ramps will be built in 2006. The new interchange will reduce future congestion at the 55th St. NW interchange. The 65th St. NW interchange with TH 52 has separate environmental documentation.

III. ALTERNATIVES

Alternatives under Consideration, including the “No Build” Alternative

No Build

The no build alternative does not address the lack of an east/west arterial between 55th St. and 75th St., which is in conflict with the City’s transportation plan and needs. The disadvantages of the no build alternative include increased congestion, deteriorating air quality and no solutions to the future potential safety problems on 55th Street. Traffic projections for the area identify the need for a route between the Bandel Road and CR 112. By delaying the construction of this roadway, development in the area will make future attempts for a connection between Bandel Road and CR 112 difficult and more expensive.

North Connection Alternative (Preferred Option)

This alternative starts at a fixed project terminus on the west end of the project, Station 737+00. Bandel Road will be realigned as part of the MnDOT ROC52 design-build project in 2005. The alignment of Overland Drive runs generally east, with mild curves shifting the road about 2,000 feet to the south as it runs approximately 6000 feet to its east terminus at County Road (CR) 112. The North Connection Alternative intersects CR 112 approximately 3,000 feet north of 55th street NW and 7,250 feet south of 75th Street NW. A Project Layout Map is included as “Figure 1” in the Appendix.

Although Overland Drive will be built in 2004, it will not connect to 65th St. NW until 2005 construction is complete. The 2005 construction consists of reconstructing 1100 feet of 65th St. NW starting from the east end of the bridge over TH 52 and continuing east to Sta. 737+00. The Bandel Road intersection with 65th St. NW will be moved approximately 700 feet east of the existing location. 1200 feet of Bandel Road will be realigned for the new intersection. A service road with a turn around will be constructed to provide access to businesses on the west side of existing Bandel Road. An entrance will be constructed to the water storage tank and future development on the east side of Bandel Road.

The design speed for Overland Drive is 40 mph. The new roadway will consist of two 12' lanes, a 16' center turn lane and 6' shoulders. The project includes grading and paving. On CR 112, a right turn lane will be built for southbound traffic and a bypass lane will be added for northbound traffic. The Trapper Lane intersection with CR 112 will be re-located roughly 75 feet to the north to align with the proposed Overland Drive.

The design speed for the Bandel Road realignment is 40 mph for the southern curve and 30 mph for the northern curve near the intersection with 65th St. NW.

Advantages of the North Connection Alternative:

- + An aligned, 4-legged intersection at the east terminus with minimal re-alignment costs for Trapper Lane.*
- + Approximately 500' shorter than the South Connection, resulting in reduced land acquisition and construction costs.*
- + An east connection to CR 112 near the mid-point between 55th and 75th Streets NW.*
- + Room for development on both sides of the road along its entire length.*
- + Provide relief for congestion of 55th Street NW.*
- + Provide a direct route to the future MnDOT TH 52 overpass project at 65th St. from CR 112.*
- + The realigned Bandel Road is necessary to avoid direct connection with the TH 52 access ramps, provide a safe separation distance between intersections, and to provide a direct continuation of the frontage road north and south of 65th St. NW.*
- + Provide trails for pedestrians and bicyclists.*

Disadvantages of the North Connection Alternative:

- The proposed alignment for the North Alternative will bisect the City of Rochester property and leave a minor remnant in the northeast corner of that property. This remnant will likely be offered to adjacent property owners.*

South Connection Alternative

This alternative also starts at a fixed project terminus on the west end of the project, the Bandel Road/65th Street NW intersction. The alignment is identical to the North Connection Alternative, until approximate station 774+00. At this point, the alignment turns quickly to the south and runs about 1,400 feet before turning east and connecting with CR 112. The connection with CR 112 is roughly 450 feet south of the CR 112 intersection with the North Connection Alternative. See the Project Layout Map included as "Figure 1" in the Appendix.

65th St. NW and Bandel Road will be reconstructed/realigned as described in the North Connection Alternative description above.

The design speed for Overland Drive is 40 mph. The new roadway will consist of two 12' lanes, a 16' center turn lane and 6' shoulders. The project includes grading and paving. On CR 112, a right turn lane will be built for southbound traffic and a bypass lane will be added for northbound traffic. The Trapper Lane intersection with CR 112 will be re-located roughly 350 feet to the south to align with the proposed Overland Drive.

Advantages of the South Connection Alternative:

- + *Provide relief for congestion of 55th Street NW.*
- + *Provide a direct route to the future MnDOT TH 52 overpass project at 65th Street from CR 112.*
- + *The realigned Bandel Road is necessary to avoid direct connection with the TH 52 access ramps, provide a safe separation distance between intersections, and to provide a direct continuation of the frontage road north and south of 65th St. NW.*
- + *Provide trails for pedestrians and bicyclists.*

Disadvantages of the South Connection Alternative:

- *At the east terminus with CR 112, Trapper Lane would need to be extended approximately 350 feet south, incurring additional right-of-way and construction costs.*
- *Creation of a likely uneconomic remnant of property in right of the alignment between stations 779+00 and 790+00.*
- *Approximately 500 feet longer than the North Connection Alternative.*
- *Intersection roughly 450 feet closer to the 55th Street NW intersection (versus the North Connection Alternative.*

Benefit Cost Analysis

The project budget is under \$10 million and not on the State trunk highway system, therefore no analysis is required.

IV. SOCIAL, ECONOMIC AND ENVIRONMENTAL IMPACTS (SEE)

This section discusses environmental impacts of the alternatives identified in the Alternatives section. It contains two sub-sections:

- State Environmental Assessment Worksheet (EAW) and
- Additional Federal Issues

The EAW is a standard format used in Minnesota for environmental review of projects meeting certain thresholds identified in Minnesota Rule 4410.4300. Federal environmental regulations not addressed in the EAW are addressed in the subsection following the EAW.

Revised 2/99

ENVIRONMENTAL ASSESSMENT WORKSHEET

Note to preparers: This form is available at www.mnplan.state.mn.us. *EAW Guidelines* will be available in Spring 1999 at the web site. The Environmental Assessment Worksheet provides information about a project that may have the potential for significant environmental effects. The EAW is prepared by the Responsible Governmental Unit or its agents to determine whether an Environmental Impact Statement should be prepared. The project proposer must supply any reasonably accessible data for — but should not complete — the final worksheet. If a complete answer does not fit in the space allotted, attach additional sheets as necessary. The complete question as well as the answer must be included if the EAW is prepared electronically.

Note to reviewers: Comments must be submitted to the RGU during the 30-day comment period following notice of the EAW in the *EQB Monitor*. Comments should address the accuracy and completeness of information, potential impacts that warrant further investigation and the need for an EIS.

1. **Construct Overland Drive from Bandel Road to CR 112 (18th Ave. NW), City of Rochester. State Project # (S.P.) 159-080-12**

2. **Proposer City of Rochester**
Contact Person **Barbara Huberty**
Title **Env. & Regulatory Affairs Coord.**
Address **201 4th St. SE, Room 108**
City, State, ZIP **Rochester, MN 55904**
Phone **(507) 529-4907**
Fax **(507) 281-6216**
Email **bhuberty@ci.rochester.mn.us**

3. **RGU City of Rochester**
Contact Person **Barbara Huberty**
Title **Env. & Regulatory Affairs Coord.**
Address **201 4th St. SE, Room 108**
City, State, ZIP **Rochester, MN 55904**
Phone **(507) 529-4907**
Fax **(507) 281-6216**
Email **bhuberty@ci.rochester.mn.us**

4. **Reason for EAW preparation** (check one)
☐ EIS scoping ☒ Mandatory EAW ☐ Citizen petition ☐ RGU discretion ☐ Proposer volunteered

If EAW or EIS is mandatory give EQB rule category subpart number **44100.4300 sp 22** and subpart name **Highway Projects.**

5. **Project location** County **Olmsted** City/Township **Rochester/Cascade**

1/4 1/4 Sections **4, 9, 10** Township **107N** Range **14W**

Attach each of the following to the EAW:

- County map showing the general location of the project; *See Area & Project Maps, Pages i & ii.*

- U.S. Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries (photocopy acceptable); *See Figure 2 in the appendix.*
- Site plan showing all significant project and natural features. *See Figure 1 in the appendix.*

6. **Description**

- a. Provide a project summary of 50 words or less to be published in the *EQB Monitor*.

New construction of a 1.1 mile, three lane arterial urban roadway connecting Bandel Road NW to County Road 112 in Rochester, MN. Reconstruction of 1100' on 65th St. NW and realignment of 1200' of Bandel Road NW in 2005.

- b. Give a complete description of the proposed project and related new construction. Attach additional sheets as necessary. Emphasize construction, operation methods and features that will cause physical manipulation of the environment or will produce wastes. Include modifications to existing equipment or industrial processes and significant demolition, removal or remodeling of existing structures. Indicate the timing and duration of construction activities.

The Overland Drive portion of the project begins at Sta. 737+00 and ends at CR 112. The new roadway will consist of: two 12' lanes, a 16' center turn lane and 6' shoulders with curb and gutter. On CR 112, a right turn lane will be built for southbound traffic and a bypass lane will be added for northbound traffic. The project includes grading and paving. No existing commercial or residential buildings or drainage structures will be affected.

Bandel Road will be realigned to a point 700' east of the existing intersection with 65th St. NW and 65th St. NW will be reconstructed from the east end of the bridge over TH 52 and continue east to Sta. 737+00.

The project is scheduled to begin construction in the spring of 2004, with construction of Overland Drive completed by the fall of 2004. The realignment of Bandel Road and reconstruction of 65th St. NW will be completed in 2005.

- c. Explain the project purpose; if the project will be carried out by a governmental unit, explain the need for the project and identify its beneficiaries.

Refer to Section II – PURPOSE AND NEED FOR PROJECT for the project purpose. The project will be constructed by the City of Rochester.

The beneficiaries of the project are the residents of Rochester and Olmsted County who use 55th Street NW and 75th Street NW and future residents of the developments along CR 112.

Other beneficiaries include those businesses and residents along Bandel Road who use 55th Street NW and those travelers accessing the businesses and residents west of Trunk Highway 52, when the 65th Street NW overpass is completed.

- d. Are future stages of this development including development on any outlots planned or likely to happen? ☐ Yes ☒ No

If yes, briefly describe future stages, relationship to present project, timeline and plans for environmental review.

This document outlines the plans for the complete construction of Overland Drive, reconstruction of 65th St. NW and Bandel Road realignment. At the west terminus (Sta. 737+00), some modifications may occur in coordination with MnDOT plans for an interchange at 65th Street NW. Any modifications will be reviewed and discussed in documentation related to that project.

There are existing and proposed residential developments near the new roadway. Three pending development plans have approved EAW's that are available for review at the Rochester/Olmsted County Planning Department.

- e. Is this project a subsequent stage of an earlier project? ☐ Yes ☒ No

If yes, briefly describe the past development, timeline and any past environmental review.

7. **Project magnitude data**

Total project acreage **20.0 acres are affected by the 8100 foot long project.**

Number of residential units: unattached **NA** attached **NA** maximum units per building

Commercial, industrial or institutional building area (gross floor space): **NA** total square feet

Indicate areas of specific uses (in square feet):

Office	Manufacturing
Retail	Other industrial
Warehouse	Institutional
Light industrial	Agricultural

Other commercial (specify)

Building height If over 2 stories, compare to heights of nearby buildings

8. **Permits and approvals required.** List all known local, state and federal permits, approvals and financial assistance for the project. Include modifications of any existing permits, governmental review of plans and all direct and indirect forms of public financial assistance including bond guarantees, Tax Increment Financing and infrastructure.

Please refer to the Permits and Approval Requirements section of the EA for a complete listing of permits and actions required.

9. **Land use.** Describe current and recent past land use and development on the site and on adjacent lands. Discuss project compatibility with adjacent and nearby land uses. Indicate

whether any potential conflicts involve environmental matters. Identify any potential environmental hazards due to past site uses, such as soil contamination or abandoned storage tanks, or proximity to nearby hazardous liquid or gas pipelines.

Agriculture has been the primary past land use. Current land use is transforming from agriculture to low density residential.

The project is compatible with the City and County land use and transportation plans. Residential developments are currently being built in the vicinity of Overland Drive. Overland Drive will be the main east/west route for these future residents. The road also provides a new east/west route approximately half-way between 55th St. and 75th St., which will relieve congestion on 55th St. NW.

There are negligible potential conflicts related to environmental matters. Consideration of potential spills of hazardous substances has been given on the project. This problem is not unique to this project, and no special design or location considerations are warranted. If a spill of hazardous or toxic substances should occur, state and federal law require the transporter to notify the U.S. Environmental Protection Agency, the National Response Center, the Minnesota Department of Public Safety, and the Minnesota Pollution Control Agency, and to take immediate corrective measures.

There have been no potential environmental hazards identified due to past site uses or proximity to hazardous liquid or gas pipelines. Also, the approved EAW's for the proposed residential developments in the area have not identified any potential environmental hazards.

10. **Cover types.** Estimate the acreage of the site with each of the following cover types before and after development:

	Before	After		Before	After
Types 1-8 wetlands	<u>0.0 ac</u>	<u>0.0 ac</u>	Lawn/landscaping *	<u>4.6 ac</u>	<u>7.3 ac</u>
Wooded/forest	<u>2.0 ac</u>	<u>0.0 ac</u>	Impervious surfaces	<u>0.2 ac</u>	<u>12.7 ac</u>
Brush/Grassland	<u>1.7 ac</u>	<u>0.0 ac</u>	Other (describe)		
Cropland	<u>11.5 ac</u>	<u>0.0 ac</u>			
		TOTAL	Before:	<u>20.0 ac</u>	After: <u>20.0 ac</u>

* *Lawn/landscaping – Roadway slopes and grass areas were assumed to be lawn/landscaping areas.*

If **Before** and **After** totals are not equal, explain why:

11. **Fish, wildlife and ecologically sensitive resources**
- a. Identify fish and wildlife resources and habitats on or near the site and describe how they would be affected by the project. Describe any measures to be taken to minimize or avoid impacts.

The site currently consists of cropland, woods and grassland, which are being converted to residential use. With prior development in the area, wildlife has adjusted to increased human presence.

Some land in this area has been set aside for preservation of natural vegetation. This includes woods and meadows that provide some shelter for area wildlife.

b. Are any state-listed (endangered, threatened or special concern) species, rare plant communities or other sensitive ecological resources such as native prairie habitat, colonial waterbird nesting colonies or regionally rare plant communities on or near the site? ☒ Yes ☐ No

If yes, describe the resource and how it would be affected by the project. Indicate if a site survey of the resources has been conducted and describe the results. If the DNR Natural Heritage and Nongame Research program has been contacted give the correspondence reference number: 20040112. Describe measures to minimize or avoid adverse impacts.

A review by the Minnesota Department of Natural Resources using the Minnesota Natural Heritage database returned five known occurrences of rare species or sampling sites within one mile of the project area. Three Minnesota threatened species documented within a mile of the project include the Timber Rattlesnake, Elktote Mussel and Blanding's Turtle (documented in 1986 and 2002.) Mussel sampling site #37 is located 1.5 miles north of 37th St. on the Zumbro River. It is the opinion of the MnDNR that the project will not affect any of the rare species or sampling sites. A copy of the MnDNR response letter is located in the appendix.

The initial review area consisted of one mile on either side of the project corridor. Since the completion of the review, an additional 700 feet of 65th St. NW and 1200' of Bandel Road have been added to the project. These changes are within the initial limits of the review area.

12. **Physical impacts on water resources.** Will the project involve the physical or hydrologic alteration — dredging, filling, stream diversion, outfall structure, diking, and impoundment — of any surface waters such as a lake, pond, wetland, stream or drainage ditch? ☐ Yes ☒ No

If yes, identify water resource affected and give the DNR Protected Waters Inventory number(s) if the water resources affected are on the PWI: . Describe alternatives considered and proposed mitigation measures to minimize impacts.

13. **Water use.** Will the project involve installation or abandonment of any water wells, connection to or changes in any public water supply or appropriation of any ground or surface water (including dewatering)? ☐ Yes ☒ No
- If yes, as applicable, give location and purpose of any new wells; public supply affected, changes to be made, and water quantities to be used; the source, duration, quantity and purpose of any appropriations; and unique well numbers and DNR appropriation permit

numbers, if known. Identify any existing and new wells on the site map. If there are no wells known on site, explain methodology used to determine.

14. **Water-related land use management district.** Does any part of the project involve a shoreland zoning district, a delineated 100-year flood plain, or a state or federally designated wild or scenic river land use district? ☐ Yes ☒ No
If yes, identify the district and discuss project compatibility with district land use restrictions.
15. **Water surface use.** Will the project change the number or type of watercraft on any water body? ☐ Yes ☒ No
If yes, indicate the current and projected watercraft usage and discuss any potential overcrowding or conflicts with other uses.
16. **Erosion and sedimentation.** Give the acreage to be graded or excavated and the cubic yards of soil to be moved:
acres 20.0; cubic yards 92,500. Describe any steep slopes or highly erodible soils and identify them on the site map. Describe any erosion and sedimentation control measures to be used during and after project construction.

This site contains three highly erodible soil types:

*Timula Silt Loam, 6-12% slopes (322C)
Timula Silt Loam, 12-18% slopes (322D)
Eyota Sandy Loam (484C)*

Existing ground cover will be disturbed as part of this project, which will result in some potential for erosion. A National Pollutant Discharge Elimination System (NPDES) Construction Storm Water permit will be required for this project. Erosion prevention and sediment control requirements will be followed in accordance with the NPDES Construction Storm Water permit, which includes an erosion control plan, as well as Best Management Practices (BMP's), as contained in MnDOT's standard specifications, details, and special provisions.

17. **Water quality: surface water runoff**
a. Compare the quantity and quality of site runoff before and after the project. Describe permanent controls to manage or treat runoff. Describe any storm water pollution prevention plans.

The project will create additional impervious surface as discussed in Section 10, Cover Types, of this EAW. Surface runoff from the new roadway will be collected in a storm water system and directed to retention ponds located at various points along the project.

Existing and planned retention ponds will handle storm water runoff from this project. An existing pond is located just south of Overland Drive, between stations 743+00 and 745+00 (see Figure 1 in the Appendix of this report) near the western terminus of the project. Additional retention ponds are planned in the Crimson Ridge development near the east end of the project. Storm water from Overland Drive will be conveyed to the Crimson Ridge ponds through an open channel south of Overland Drive, located near station 778+00.

This project will comply with the City of Rochester's comprehensive storm water management plan, in effect since 1997. The plan can be viewed at <http://www.rochestermn.gov/stormwater/plans/>

b. Identify routes and receiving water bodies for runoff from the site; include major downstream water bodies as well as the immediate receiving waters. Estimate impact runoff on the quality of receiving waters.

Currently, there is a natural drainage grass swale north of Overland Drive near the west end of the project, close to station 743+00. The channel/swale collects and transports runoff from the and eventually empties into the Zumbro River, approximately three miles downstream. An existing retention pond, located just south of the proposed Overland Drive project, empties into this swale. The existing outlet pipe for the retention pond will be extended north under Overland Drive. Refer to the Project Layout Map (Figure 1) in the appendix, which identifies the retention pond and swale.

Storm water from the east end of the project will be collected in a storm sewer system and directed to retention ponds through open channels. The ponds will be located in the Crimson Ridge development, less than one-quarter mile south of Overland Drive. This water eventually makes its way over one-half mile downstream to King's Run and eventually to the Zumbro River via open channel flow and culverts.

With the use of retention ponds and grassy channels to convey the water, there should be no negative impacts to water quality at the receiving bodies.

18. Water quality: wastewaters

a. Describe sources, composition and quantities of all sanitary, municipal and industrial wastewater produced or treated at the site.

None

b. Describe waste treatment methods or pollution prevention efforts and give estimates of composition after treatment. Identify receiving waters, including major downstream water bodies, and estimate the discharge impact on the quality of receiving waters. If the project involves on-site sewage systems, discuss the suitability of site conditions for such systems.

None

c. If wastes will be discharged into a publicly owned treatment facility, identify the facility, describe any pretreatment provisions and discuss the facility's ability to handle the volume and composition of wastes, identifying any improvements necessary.

None

d. If the project requires disposal of liquid animal manure, describe disposal technique and location and discuss capacity to handle the volume and composition of manure. Identify any improvements necessary. Describe any required setbacks for land disposal systems.

None

19. **Geologic hazards and soil conditions**

a. Approximate depth (in feet) to ground water: 123' minimum 150' average to bedrock: 0-50' minimum 50' average

Describe any of the following geologic site hazards to ground water and also identify them on the site map: sinkholes, shallow limestone formations or karst conditions. Describe measures to avoid or minimize environmental problems due to any of these hazards.

According to the 1988 University of Minnesota, Minnesota Geological Survey/Geologic Atlas, there is a low probability of sink holes in the first 1000 feet of the project (Stations 732+50 to 742+00). There is a low to moderate probability of sink holes along the remaining length of the project. No sink holes have been identified in the project area. The nearest identified sink hole is approximately two miles south of the project area.

The survey also shows the depth to bedrock as less than 50' between stations 741+50 and 795+00 and as deep as 100' between stations 732+50 and 741+00. Borings on site did not find bedrock or groundwater. Potential for groundwater, geotechnical geology and earthborn vibration impacts has been considered, but due to the nature of the planned work and affected environment (no shallow wells, no dewatering, no blasting, etc.), no significant impacts are anticipated.

b. Describe the soils on the site, giving NRCS (SCS) classifications, if known. Discuss soil granularity and potential for groundwater contamination from wastes or chemicals spread or spilled onto the soils. Discuss any mitigation measures to prevent such contamination.

Soils identified in the soil survey include: Lindstrom silt loam (301B), Port Byron silt loam (285B), Timula silt loam (322C & D) and Eyota sandy loam (484C). Several of the soils are listed as having rapid permeability. Measures during construction will

be taken to avoid or contain any hazardous material spills as mandated by local, state and federal regulations. Because groundwater is approximately 60-100' below grade, it is highly unlikely the groundwater would become contaminated.

20. **Solid wastes, hazardous wastes, storage tanks**

a. Describe types, amounts and compositions of solid or hazardous wastes, including solid animal manure, sludge and ash, produced during construction and operation. Identify method and location of disposal. For projects generating municipal solid waste, indicate if there is a source separation plan; describe how the project will be modified for recycling. If hazardous waste is generated, indicate if there is a hazardous waste minimization plan and routine hazardous waste reduction assessments.

No hazardous wastes will be produced during construction but there is a small potential for spills during construction. If a spill of hazardous or toxic substances should occur, state and federal law require the transporter to notify the U.S. Environmental Protection Agency, the National Response Center, the Minnesota Department of Public Safety, and the Minnesota Pollution Control Agency, and to take immediate corrective measures.

b. Identify any toxic or hazardous materials to be used or present at the site and identify measures to be used to prevent them from contaminating groundwater. If the use of toxic or hazardous materials will lead to a regulated waste, discharge or emission, discuss any alternatives considered to minimize or eliminate the waste, discharge or emission.

No sites were located on the project, but three sites have been identified near the project area. All three were identified as leaking underground storage tank sites on the MPCA website. All three areas are on file as closed sites. Potential for impacts from contaminated properties has been considered, but because of the project location and nature of the planned work, there is little potential for encountering contaminated materials. Any potentially contaminated materials encountered during construction will be handled and treated in accordance with applicable state and federal regulations.

c. Indicate the number, location, size and use of any above or below ground tanks to store petroleum products or other materials, except water. Describe any emergency response containment plans.

There were no above ground storage tanks identified within the project corridor during a field survey. However, there is one above ground storage tank southwest of the project, but that tank will not be affected by the construction of Overland Drive, reconstruction of 65th St. NW or realignment of Bandel Road.

No below ground tanks were found during research for the project. Any tanks encountered during construction will be handled and treated in accordance with applicable state and federal regulations.

21. **Traffic.** Parking spaces added NA Existing spaces (if project involves expansion). Estimated total average daily traffic generated 10,160 ADT (in 2024). Estimated maximum peak hour traffic generated (if known) and time of occurrence N/A. Provide an estimate of the impact on traffic congestion on affected roads and describe any traffic improvements necessary. If the project is within the Twin Cities metropolitan area, discuss its impact on the regional transportation system.

Traffic volumes will increase due to growth of existing and future residential developments in the area. This project will serve the area by creating another east/west route between Bandel Road and CR 112 which will reduce the current congestion on 55th St. NW, provide another east/west route over TH 52 with the completion of the 65th St. NW overpass as well as being located in close proximity to existing and future residential developments.

22. **Vehicle-related air emissions.** Estimate the effect of the project's traffic generation on air quality, including carbon monoxide levels. Discuss the effect of traffic improvements or other mitigation measures on air quality impacts. Note: If the project involves 500 or more parking spaces, consult *EAW Guidelines* about whether a detailed air quality analysis is needed.

The U.S. Environmental Protection Agency has approved a screening method to determine which intersections need hot-spot analysis. MnDOT demonstrates, by the results of the screening procedure, that intersections such as the proposed Bandel Road/Overland Drive and Overland Drive/CR 112 do not require hot-spot analysis.

According to MnDOT's Office of Environmental Services, the project is not located in an area in which conformity requirements apply and the scope of the project does not indicate that air quality impacts would be expected. Therefore, no further air quality analysis is necessary.

23. **Stationary source air emissions.** Describe the type, sources, quantities and compositions of any emissions from stationary sources of air emissions such as boilers, exhaust stacks or fugitive dust sources. Include any hazardous air pollutants (consult *EAW Guidelines* for a listing) and any greenhouse gases (such as carbon dioxide, methane, nitrous oxide) and ozone-depleting chemicals (chloro-fluorocarbons, hydrofluorocarbons, perfluorocarbons or sulfur hexafluoride). Also describe any proposed pollution prevention techniques and proposed air pollution control devices. Describe the impacts on air quality.

None

24. **Odors, noise and dust.** Will the project generate odors, noise or dust during construction or during operation? X Yes ___No

If yes, describe sources, characteristics, duration, quantities or intensity and any proposed measures to mitigate adverse impacts. Also identify locations of nearby sensitive receptors and estimate impacts on them. Discuss potential impacts on human health or quality of life. (Note: fugitive dust generated by operations may be discussed at item 23 instead of here.)

Noise and dust will be generated during the construction of this project, however, it is anticipated that the effects of noise and dust on traffic will be minor. No unique concerns have been identified. Standard noise and dust control specifications will be followed, in addition to adherence to local ordinances. See Item g, Noise, in the Additional Federal Issues section for a more extensive discussion of noise.

25. **Nearby resources.** Are any of the following resources on or in proximity to the site?
Archaeological, historical or architectural resources? ☐ Yes ☒ No
Prime or unique farmlands or land within an agricultural preserve? ☒ Yes ☐ No
Designated parks, recreation areas or trails? ☐ Yes ☒ No *
Scenic views and vistas? ☐ Yes ☒ No
Other unique resources? ☐ Yes ☒ No
If yes, describe the resource and identify any project-related impacts on the resource.
Describe any measures to minimize or avoid adverse impacts.

3.0 acres of prime or unique farmland were identified within the area of the proposed roadway construction. The land has been designated for urban growth in accordance with the City of Rochester and ROCOG Land Use Plans. The 3.0 acres are not contiguous, being split into smaller sections scattered throughout the project. It would be impractical to modify the roadway alignment to avoid these small areas.

Please refer to the appendix for letters from MnDOT's Office of Environmental Services and the State Historical Preservation Office regarding cultural resources.

Since the completion of the cultural resources review, an additional 700 feet of 65th St. NW and 1200' of Bandel Road have been added to the project. These changes are within the initial limits of the review area.

Also, 7.46 acres have been identified as statewide important soils. Those soils consist of Timula 6-12% slope (322C) and Eyota 6-12% slope (484C). The 7.46 total acres are made up of smaller sections scattered throughout the project. It would be impractical to modify the roadway alignment to avoid these small areas.

** The area does not contain any parks, recreational facilities or trails at this time. However, the City of Rochester owns 40 acres of land near the project area that has been identified as a future location for a school and park. The exact location of these facilities has not been determined at this time.*

26. **Visual impacts.** Will the project create adverse visual impacts during construction or operation? Such as glare from intense lights, lights visible in wilderness areas and large visible plumes from cooling towers or exhaust stacks? ☐ Yes ☒ No
If yes, explain.
27. **Compatibility with plans and land use regulations.** Is the project subject to an adopted local comprehensive plan, land use plan or regulation, or other applicable land use, water, or resource management plan of a local, regional, state or federal agency?
☒ Yes ☐ No. If yes, describe the plan, discuss its compatibility with the project and explain how any conflicts will be resolved. If no, explain.

The City of Rochester and Olmsted County land use plans identify the project area as a residential growth location. The ROCOG Thoroughfare Plan identifies Overland Drive as an arterial roadway. The project is consistent with the land use plan, providing a necessary east/west route located between 55th St. NW and 75th St. NW, relieving congestion on these existing east/west routes and providing an east/west route for new developments in the area.

28. **Impact on infrastructure and public services.** Will new or expanded utilities, roads, other infrastructure or public services be required to serve the project? ☐ Yes ☒ No. If yes, describe the new or additional infrastructure or services needed. (Note: any infrastructure that is a connected action with respect to the project must be assessed in the EAW; see *EAW Guidelines* for details.)
29. **Cumulative impacts.** Minnesota Rule part 4410.1700, subpart 7, item B requires that the RGU consider the "cumulative potential effects of related or anticipated future projects" when determining the need for an environmental impact statement. Identify any past, present or reasonably foreseeable future projects that may interact with the project described in this EA/EAW in such a way as to cause cumulative impacts. Describe the nature of the cumulative impacts and summarize any other available information relevant to determining whether there is potential for significant environmental effects due to cumulative impacts (*or discuss each cumulative impact under appropriate item(s) elsewhere on this form*).

Cumulative impacts will result from planned residential development in the project area. The development of these properties will result in an increase in impervious surface, which will result in additional surface water runoff. However, it is required through the Rochester Storm Water Management Program that storm water management facilities be included in the development of these areas.

As development occurs farmland will be converted to residential property. This will change the current area land use; however it does correspond with the City and County land use plans.

The construction of this roadway will provide a needed east/west connection between CR 112 and Bandel Road for the area bounded by 55 St. NW on the north and 75th St. NW on the south.

The realigned Bandel Road is necessary to avoid direct connection with the TH 52 access ramps, provide a safe separation distance between intersections, and to provide a direct continuation of the frontage road north and south of 65th St. NW.

30. **Other potential environmental impacts.** If the project may cause any adverse environmental impacts not addressed by items 1 to 28, identify and discuss them here, along with any proposed mitigation.

See the section on Additional Federal Issues for information on additional social, economic and environmental impacts.

31. **Summary of issues.** List any impacts and issues identified above that may require further investigation before the project is begun. Discuss any alternatives or mitigative measures that have been or may be considered for these impacts and issues, including those that have been or may be ordered as permit conditions.

Several issues exist for the project. First, prime or unique farmland will be converted to roadway use. Those lands are included in the City and County land use plans for roadway and residential use. Due to their size and location it is impractical to avoid the areas. Other farmland not classified as prime or unique will also be converted to roadway. Again, those farmlands are within the area planned by the city and county to be used for roadway and residential lands.

The project will create more impervious surfaces. Storm sewer will be installed for the roadway and ponds will be created to control runoff and storm water quality.

RGU CERTIFICATION. The Environmental Quality Board will only accept **SIGNED** Environmental Assessment Worksheets for public notice in the EQB Monitor.

I hereby certify that:

- The information contained in this document is accurate and complete to the best of my knowledge.
- The EA/EAW describes the complete project; there are no other projects, stages or components other than those described in this document, which are related to the project as connected actions or phased actions, as defined at Minnesota Rules, parts 4410.0200, subparts 9b and 60, respectively.
- Copies of this EA/EAW are being sent to the entire EQB distribution list.

Signature
Title

Date

Environmental Assessment Worksheet was prepared by the staff of the Environmental Quality Board at Minnesota Planning. For additional information, worksheets or for *EAW Guidelines*, contact: Environmental Quality Board, 658 Cedar St., St. Paul, MN 55155, 651-296-8253, or www.mnplan.state.mn.us

Additional Federal Issues

Discussed below are the federal issues not discussed in the EAW.

a. Social Impacts – *The proposed project is not expected to cause any adverse impact to any community or neighborhood. No categories of people uniquely sensitive to transportation (e.g. children, elderly, minorities, persons with mobility impairments) will be unduly impacted. Emergency service access will be improved after construction, as the project will provide another east/west route between CR 112 and Bandel Road. Minor delays may be experienced by local traffic on Bandel Road and CR 112 at the intersections during construction.*

b. Considerations Relating to Pedestrians and Bicyclists – *The proposed roadway project will enhance bicycle or pedestrian travel with the inclusion of 10' bike trail on both sides of the new roadway. The bike paths will connect to the Rochester bike trail system developed in the ROCOG Long Range Bicycle Plan dated September, 1999. This trail will connect to an existing trail is located along Bandel Road that provides access to citywide and regional trails.*

c. Environmental Justice – *The purpose of Executive Order 12898 is to identify, address, and avoid disproportionately high and adverse human health or environmental effects on minority and low income populations. Based on a field review of the project area, it has been determined that there are no minority or low income populations within the project area. Therefore, there are no Environmental Justice concerns on this project.*

d. Economics – *The project will not have an adverse economic impact on the area. Through the requirements for new right of way, the project will have an impact on the economics of the area by removing agricultural land. Currently crop producing land, a reduction in the cash flow related to crop sales and a drop in the agricultural property tax roles will be realized.*

After completion of the project, a positive economic impact will be realized, however, as the Overland Drive project will open up undeveloped areas for development. New jobs in businesses moving to the area and the related shift to increased property values should both bolster tax revenues and increase the net cash flow in the area. Construction of new homes and businesses will also provide area jobs and generate local income.

A positive impact to the economics of the area will also be realized through reduced traffic congestion and shortened travel times with the construction of a new east/west route between CR 112 and Bandel Road.

e. Relocation – *One building site (home, trailer home, garage and shed) will be impacted by the realignment of Bandel Road in 2005.*

f. Right of Way – *The project will be a new alignment in a largely undeveloped area. No businesses will be acquired. One residential property with four structures will be acquired.*

The total new right-of-way will be 20.0 acres impacting six property owners, including a parcel owned by the City of Rochester. Some temporary right of way will be required for slope construction. Approximately 0.9 acres of temporary right of way will be needed from the Lofgren property at the east end of Overland Drive. Right of way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Estate Property Policy Act of 1970, as amended by the Surface Transportation Act of 1987.

g. Noise – Results of a noise analysis (see the appendix) show the projected noise levels for the year 2024 will not exceed FHWA criteria except for one site, northeast of the project near CR 112. It is anticipated that this site will exceed the FHWA criteria for Activity Category B. Activity Category B sites include picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals. The noise analysis determined noise levels will not be affected by the construction of Overland Drive. The future noise levels at that site, a residential area, are the same for the no build and build alternatives.

Several factors affect the decision to require a noise wall. The area north of the City of Rochester property in the Arcon townhome development (Boulder Ridge), will realize a greater than 5 dBA noise reduction if a 1325' long by 20' tall noise wall is installed. However, because federal noise levels will not be surpassed and the cost reasonableness was calculated using a development plan that has not received final approval from the City of Rochester (the number of residential units could change and invalidate the cost reasonableness calculation), a noise wall will not be built at this time.

Furthermore, it is the policy of the City of Rochester that prior to development, developers are required to grant the City a noise easement as a condition of their development with the City in cases where noise impacts may be an issue. The Agreement requires the property owner to incorporate noise abatement designs into the permanent habitable buildings to be constructed on the property consistent with the Housing and Urban Development interior noise level standards established at no more than 45 dBA for interior spaces. The owner must also waive all future rights to request government provision of any noise abatement to serve the property related to the noise source. The owner must agree to dedicate a noise/air space easement in a form prepared by the City Attorney for the entire property.

h. Federal Threatened and Endangered (T&E) Species – A review of the U.S. Fish and Wildlife Service listing of Threatened, Endangered, Proposed and Candidate species revealed that the Bald eagle, Leedy's roseroot and prairie bush clover are listed as Threatened and Endangered Species. The project county is within the distribution range of these species.

A review of the project was performed by the Mn/DOT Natural Resources Specialist, Jason Alcott. He concluded that "according to information provided by the Natural Heritage Database (updated 1-15-03) maintained by the Minnesota Department of Natural Resources, there are no known occurrences of Federal T&E or Candidate Species within

the project area. In addition, due to the location and nature of the proposed project, we conclude that the project will have no effect on Federal T&E or Candidate Species.” A copy of the letter from Jason Alcott, Mn/DOT Natural Resource Specialist, regarding federally threatened and endangered species is included in the appendix.

The initial review area consisted of one mile on either side of the project corridor. Since the completion of the review, an additional 700 feet of 65th St. NW and 1200’ of Bandel Road have been added to the project. These changes are within the initial limits of the review area.

V. PUBLIC AND AGENCY INVOLVEMENT (AND PERMITS/APPROVALS)

Informational Process

a. Public Involvement Plan

This project will utilize and build from the process used for the preparation and approval of EAW’s for three developments located along the proposed roadway. For each proposed development, the City of Rochester relies on public input opportunities provided through the development review and approval process. The three developments in this area followed this approval process, and held a public meeting with a subsequent 30 day comment period. Although these comment opportunities did not specifically identify or encourage comments about Overland Drive, the proposed roadway was identified as the access to the developments.

This project will follow an independent public involvement plan and will meet all Public Hearing requirements. Already familiar with the idea of Overland Drive through the public involvement processes required for the area developments, the citizens of Rochester and the surrounding area will be given additional opportunities to review and comment specifically on the proposed roadway project. Additionally, a pre-construction meeting will be held to discuss construction impacts and schedules.

b. Coordination Meeting and Contacts

The following is a list of the agencies contacted:

- *Department of Natural Resources (5/23/03-8/13/03)*
- *Minnesota Pollution Control Agency (5/22/03)*
- *Mn/DOT (ongoing)*
- *NRCS (6/13/03-7/22/03)*
- *SHPO (7/17/03-8/15/03)*

Summary of Early Coordination Comments

As a result of the above early coordination meetings and contacts, comments and concerns about the proposed project were received, both verbally and in writing. Those substantive comments and concerns received are listed below:

- *NRCS determined prime or unique farmland would be impacted. See EAW section 25.*
- *DNR and MnDOT determined federally and state listed threatened or endangered species will not be affected by the project. See EAW section 11.*
- *MnDOT and SHPO determined there were no historical or archaeological sites in the project area. See EAW section 25.*
- *A search of MPCA records didn't identify any contaminated sites located on the project. See EAW section 20.*

Permits and Approval Requirements

Permit	Agency	Action Required
Federal		
EA/EAW	FHWA	Approval
EIS Need Decision	FHWA	Approval
State		
EA/EAW	Mn/DOT	Approval
Study Report	Mn/DOT	Approval
EIS Need Decision	Mn/DOT	Approval
Construction Plans	Mn/DOT	Approval
National Pollutant Discharge Elimination System Storm Water Construction Permit	Minnesota Pollution Control Agency	Permit
Section 106 (Historic/Archeological)	Mn/DOT Cultural Resource Unit	Determination of effect
Section 106 (Historic / Archeological)	Minnesota State Historic Preservation Officer (SHPO)	Consultation
Local		
EA/EAW	City of Rochester	Approval and Resolution
Permit for CR 112 work	County of Olmsted	County Approval

Public Comment Period and Public Hearing

Comments from the public and agencies affected by this project are requested during the public comment period described on the transmittal letter distributing this Environmental Assessment/Environmental Assessment Worksheet. A combined public informational meeting/public hearing will be held after this EA/EAW has been distributed to the public and to the required and interested federal, Native American Tribes, state and local agencies for their review.

At the public hearing, preliminary design layouts for the alternatives under consideration along with other project documentation will be available for public review. The public will also be given the opportunity to express their comments, ideas and concerns about the proposed project. These comments will be received at the hearing and during the remainder of the comment period, and will become a part of the official hearing record.

The public hearing will be held in late January or early February 2004.

Report Distribution

Copies of this document have been sent to agencies, local government units, libraries and others as per Minnesota Rule 4410.1500 (Publication and Distribution of an EAW). Final, signed copies of this report will be distributed once approval is received.

Process Beyond the Hearing

Following the comment period, the City, Mn/DOT and the FHWA will make a determination as to the adequacy of the environmental documentation. If further documentation is necessary it could be accomplished by preparing an Environmental Impact Statement (EIS), by revising the EA/EAW, or clarification in the Findings of Fact and Conclusion, whichever is appropriate.

When the environmental documentation is determined adequate, the City will choose a project alternative, either the No Build or one of the alternatives under consideration.

If an EIS is not necessary, as currently anticipated, the City will prepare a "Findings of Fact and Conclusions". The City will prepare an EA Update which will include the request for a "Finding of No Significant Impacts" (FONSI). Mn/DOT will submit the approved EA Update and request for a FONSI to the FHWA. If the FHWA agrees that this finding is appropriate, it will issue a FONSI.

Notices of the federal and state decisions and availability of the above documents will be placed in the Federal Register and the Minnesota Environmental Quality Boards (MEQB) Monitor. The City will also distribute the EA Update and the FONSI to the Environmental Assessment Worksheet (EAW) distribution list and publish notices in local newspapers announcing the environmental and project alternative decisions that were made.

VI. APPENDIX

- Figure 1 – Project Layout
- Figure 2 – USGS 7.5 minute 1:24,000 scale map
- Figure 3 – Olmsted County Soil Survey Map
- Minnesota Department of Natural Resources letter regarding Natural Heritage information
- U.S. Department of Agriculture Farmland Conversion Impact Rating Form
- MnDOT Cultural Resources Unit letter regarding archaeological and historical sites
- Minnesota State Historic Preservation Office letter regarding archaeological and historical sites
- MnDOT Biologist letter regarding Federally Threatened and Endangered Species
- ROCOG Long Range Bicycle Plan
- Noise Impact and Mitigation Study

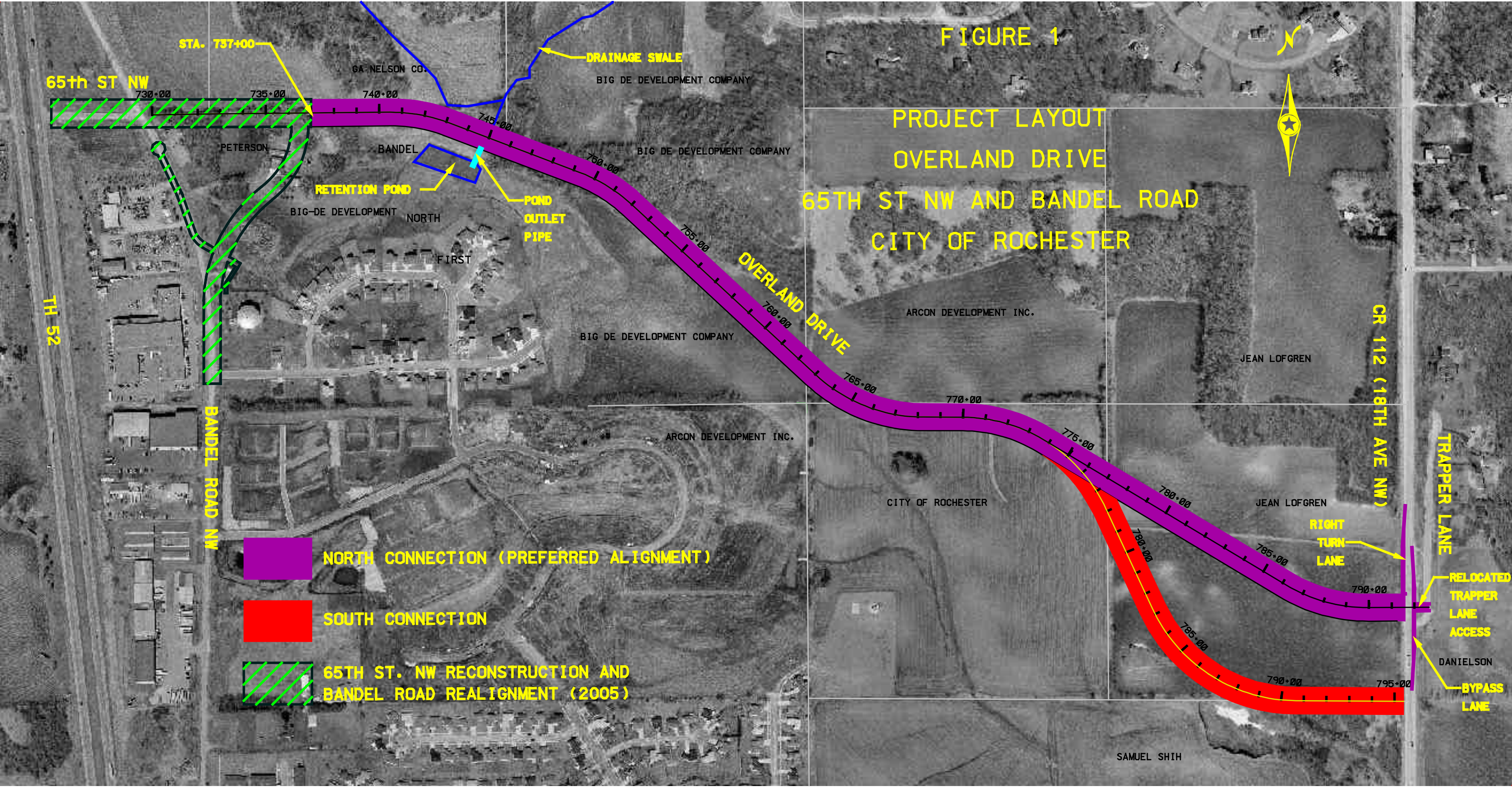


FIGURE 1

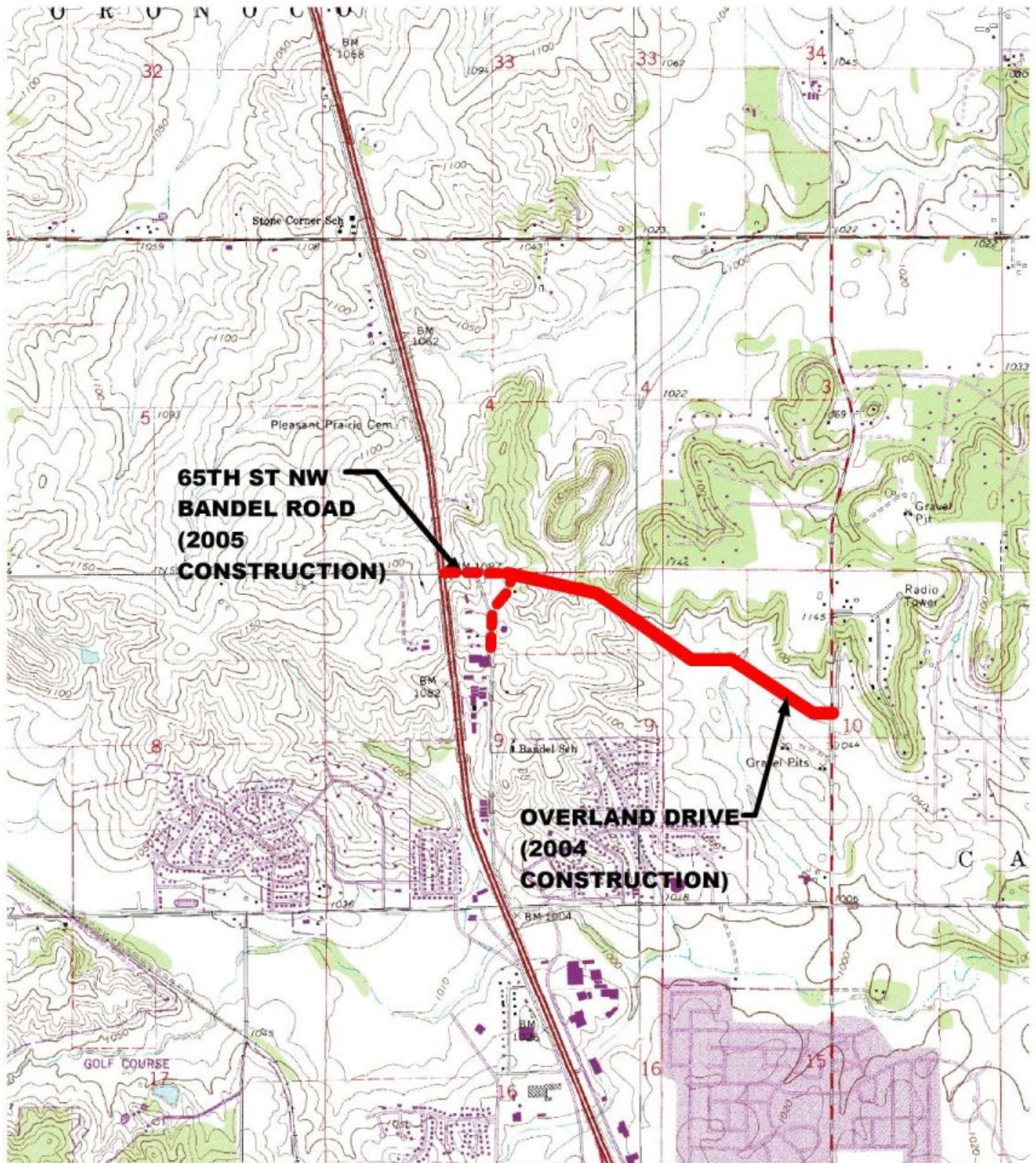
PROJECT LAYOUT
OVERLAND DRIVE
65TH ST NW AND BANDEL ROAD
CITY OF ROCHESTER

-  NORTH CONNECTION (PREFERRED ALIGNMENT)
-  SOUTH CONNECTION
-  65TH ST. NW RECONSTRUCTION AND BANDEL ROAD REALIGNMENT (2005)

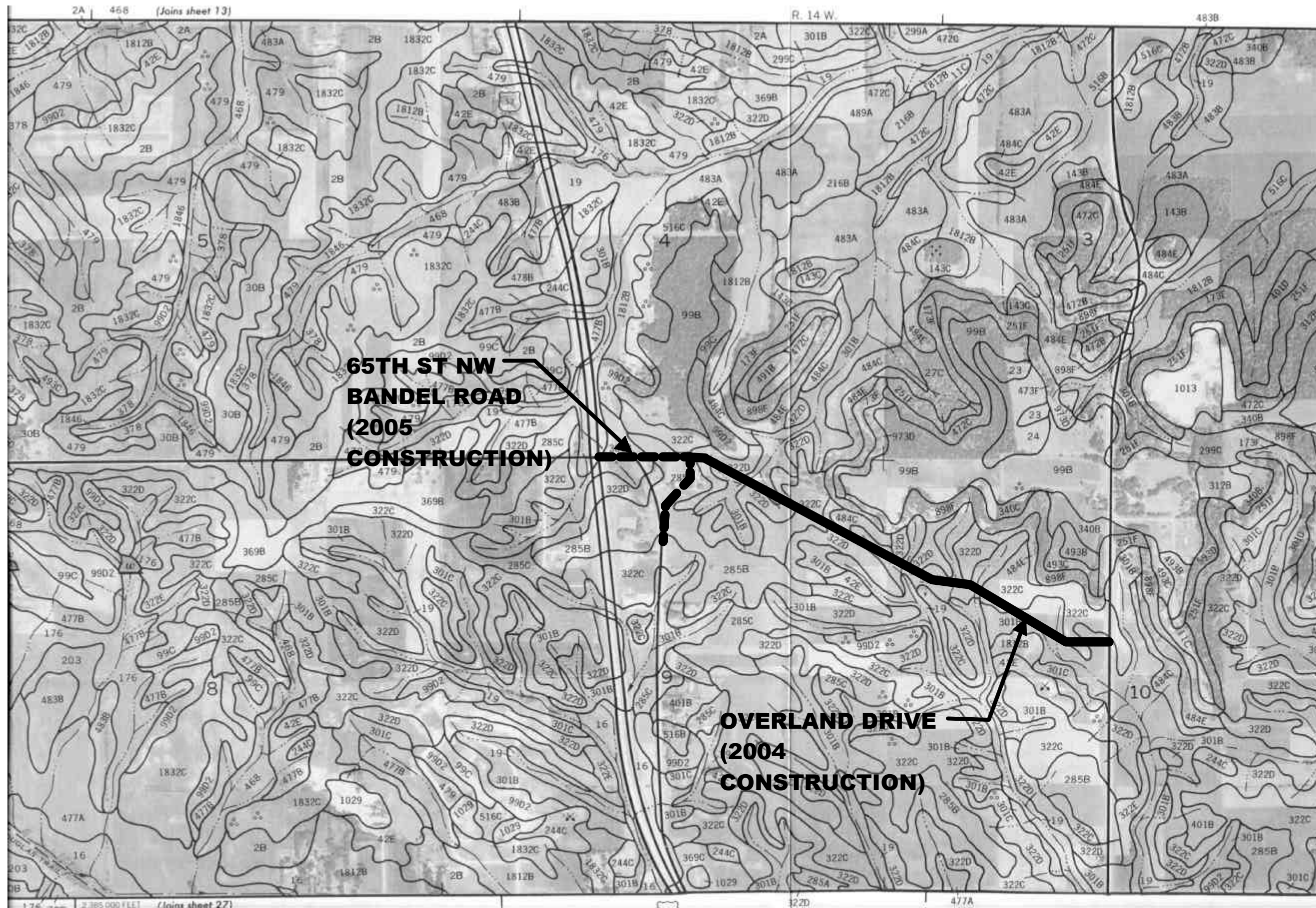
-  RELOCATED TRAPPER LANE ACCESS
-  BYPASS LANE

FIGURE 2

**OVERLAND DRIVE
65TH ST NW AND BANDEL ROAD
USGS MAP**



OLMSTED COUNTY SOIL SURVEY





RECEIVED AUG 13 2003

Minnesota Department of Natural Resources

Natural Heritage and Nongame Research Program, Box 25

500 Lafayette Road

St. Paul, Minnesota 55155-40__

Phone: (651) 296-7863 Fax: (651) 296-1811 E-mail: sarah.hoffmann@dnr.state.mn.us

August 12, 2003

Bryan Benjamin
Bonestroo, Bosene, Anderlik & Associates
112 7th St. NE
Rochester, MN 55906

Re: Request for Natural Heritage information for vicinity of proposed Overland Drive (SP 159-080-12)
T107N R14W Sec. 4,9 & 10, Olmsted County
NHNRP Contact #: ERDB 20040112

Dear Mr. Benjamin,

The Minnesota Natural Heritage database has been reviewed to determine if any rare plant or animal species or other significant natural features are known to occur within an approximate one-mile radius of the area indicated on the map enclosed with your information request. Based on this review, there are 5 known occurrences of rare species or sampling sites in the area searched (for details, see enclosed database printout and explanation of selected fields). However, based on the nature and location of the proposed project I do not believe it will affect any known occurrences of rare features.

The Natural Heritage database is maintained by the Natural Heritage and Nongame Research Program, a unit within the Division of Ecological Services, Department of Natural Resources. It is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, natural communities, and other natural features. Its purpose is to foster better understanding and protection of these features.

Because our information is not based on a comprehensive inventory, there may be rare or otherwise significant natural features in the state that are not represented in the database. A county-by-county survey of rare natural features is now underway, and has been completed for Olmsted County. Our information about natural communities is, therefore, quite thorough for that county. However, because survey work for rare plants and animals is less exhaustive, and because there has not been an on-site survey of all areas of the county, ecologically significant features for which we have no records may exist on the project area.

The enclosed results of the database search are provided in two formats: index and full record. To control the release of locational information which might result in the damage or destruction of a rare element, both printout formats are copyrighted.

The index provides rare feature locations only to the nearest section, and may be reprinted, unaltered, in an Environmental Assessment Worksheet, municipal natural resource plan, or report compiled by your company for the project listed above. If you wish to reproduce the index for any other purpose, please contact me to request written permission. Copyright notice for the index should include the following disclaimer:

"Copyright (year) State of Minnesota, Department of Natural Resources. This index may be reprinted, unaltered, in Environmental Assessment Worksheets, municipal natural resource plans, and internal reports. For any other use, written permission is required."

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The full-record printout includes more detailed locational information, and is for your personal use only. If you wish to reprint the full-record printouts for any purpose, please contact me to request written permission.

Please be aware that review by the Natural Heritage and Nongame Research Program focuses only on *rare natural features*. It does not constitute review or approval by the Department of Natural Resources as a whole. If you require further information on the environmental review process for other wildlife-related issues, you may contact your Regional Environmental Assessment Ecologist, Shannon Fisher, at (507) 359-6073.

An invoice for the work completed is enclosed. You are being billed for map and database search and staff scientist review. Please forward this invoice to your Accounts Payable Department. Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sarah D. Hoffmann", followed by a small flourish.

Sarah D. Hoffmann
Endangered Species Environmental Review Coordinator

encl: Database search results
Rare Feature Database Print-Outs: An Explanation of Fields
Invoice

Minnesota Natural Heritage Database
Element Occurrence Records

OVERLAND DRIVE CONSTRUCTION (SP 159-080-12)
T107N R14W SECTION 4,9 & 10, OLMASTED COUNTY
MnDNR, Natural Heritage and Nongame Research Program

11:47 Monday, AUGUST 11, 2003
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TWP	RNG	PRIMARY SECTION	FED STATUS	MN STATUS	S RANK	ELEMENT and OCCURRENCE NUMBER
-----	-----	--------------------	---------------	--------------	--------	-------------------------------

T107N	R14W	10		THR		CROTALUS HORRIDUS (TIMBER RATTLESNAKE) #48
T107N	R14W	14		THR		ALASMIDONTA MARGINATA (ELKTOE MUSSEL) #48
T107N	R14W	14		THR		EMYDOIDEA BLANDINGII (BLANDING'S TURTLE) #95
T107N	R14W	14		THR		EMYDOIDEA BLANDINGII (BLANDING'S TURTLE) #1015
T107N	R14W	14				MUSSEL SAMPLING SITE #37

FOSTER AHREND'S PARK

MANAGED AREA

RECORDS PRINTED = 5

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 6/13/03			
Name Of Project Overland Drive Construction		Federal Agency Involved FHWA			
Proposed Land Use Transportation - New Roadway		County And State Rochester, Olmsted County, Minnesota			
PART II (To be completed by NRCS)		Date Request Received By NRCS at A.O. 7/15/03			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated	Average Farm Size
					343
Major Crop(s) Corn/Soybeans	Farmable Land In Govt. Jurisdiction Acres: 363,955 % 87	Amount Of Farmland As Defined in FPPA Acres: 323,245 % 89		Date Land Evaluation Returned By NRCS 7/21/03	
Name Of Land Evaluation System Used LE part of LESA	Name Of Local Site Assessment System				
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		11.5			
B. Total Acres To Be Converted Indirectly		0.0			
C. Total Acres In Site		11.5	0.0	0.0	0.0
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		3.0			
B. Total Acres Statewide And Local Important Farmland		7.46			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		3.24 x 10 ⁻³			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value					
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		83	0	0	0
PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))		Maximum Points			
1. Area In Nonurban Use		10			
2. Perimeter In Nonurban Use		3			
3. Percent Of Site Being Farmed		20			
4. Protection Provided By State And Local Government		0			
5. Distance From Urban Builtup Area		0			
6. Distance To Urban Support Services		0			
7. Size Of Present Farm Unit Compared To Average		0			
8. Creation Of Nonfarmable Farmland		0			
9. Availability Of Farm Support Services		5			
10. On-Farm Investments		10			
11. Effects Of Conversion On Farm Support Services		0			
12. Compatibility With Existing Agricultural Use		10			
TOTAL SITE ASSESSMENT POINTS		160	58	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	83	0	0
Total Site Assessment (From Part VI above or a local site assessment)		160	58	0	0
TOTAL POINTS (Total of above 2 lines)		260	141	0	0
Site Selected: A		Date Of Selection 7/22/2003		Was A Local Site Assessment Used?	
Reason For Selection:				Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/>	

(See Instructions on reverse side)

Form AD-1006 (10-83)

This form was electronically produced by National Production Services Staff



Minnesota Department of Transportation

Transportation Building

395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

July 17, 2003

RECEIVED JUL 21 2003

Mr. Dennis A. Gimmestad
Government Programs & Compliance Officer
State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. W.
St. Paul, MN 55101

Re: S.P. 159-080-12 (080 Overland Drive, Olmsted County)
From 65th Street NW and Bandel Road to CR 112 (18th Avenue NW)
T. 107 N., R. 14 W., S. 4, 9, 10, Cascade Twp.

Dear Mr. Gimmestad:

We have reviewed the above-referenced undertaking pursuant to our FHWA-delegated responsibilities for compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800). This project involves the construction of a 5800 foot-long three-lane urban roadway, which will include sidewalks/bike trails on both sides. There are no known archaeological sites in the area of potential effect (APE). The Mn/Model survey implementation model depicts the APE as "medium" and "high" in site potential. Due to distance from water, the APE has a low potential for containing any unknown archaeological sites.

There are a number of architectural properties within the APE. Most of these are residential and commercial properties less than 50 years old. There are three properties, two farmsteads and one residence, that are greater than 50 years old (see enclosed photographs). None of them are eligible for inclusion in the National Register of Historic Places.

It is the opinion of this office that there are **no historic properties** listed in or eligible for the National Register of Historic Places affected by this project. We are providing you with this determination pursuant to the responsibilities given the State Historic Preservation Office (SHPO) by the regulations at 36 CFR 800. Please call if you have any questions concerning this project.

Sincerely,

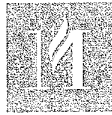
A handwritten signature in cursive script, appearing to read 'Craig Johnson'.

Craig Johnson
Archaeologist

enclosures

cc: Joe Hudak, Mn/DOT CRU
Mn/DOT CRU & CO Files
Mark Dudzik, OSA
Dale Grove, Bonestroo, Rosene, Anderlik

RECEIVED AUG 19 2003



MINNESOTA HISTORICAL SOCIETY
STATE HISTORIC PRESERVATION OFFICE



August 15, 2003

Mr. Craig Johnson
Cultural Resource Unit
MN Dept. of Transportation
Transportation Building, MS 620
395 John Ireland Boulevard
St. Paul, MN 55155-1899

RE: S.P. 159-080-12, Overland Drive from 65th Street NW and Bandel Road to C.R. 112
T107 R14 S4, 9 & 10, Cascade Twp., Olmsted County
SHPO Number: 2003-3199

Dear Mr. Johnson:

Thank you for the opportunity to review and comment on the above project. It has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and the Procedures of the Advisory Council on Historic Preservation (36CFR800), and to the responsibilities given the Minnesota Historical Society by the Minnesota Historic Sites Act and the Minnesota Field Archaeology Act.

Based on available information, we conclude that **no historic properties eligible for or listed on the National Register of Historic Places will be affected** by this project.

Please contact Dennis Gimmestad at (651) 296-5462 if you have any questions regarding our review of this project.

Sincerely,

Britta L. Bloomberg
Deputy State Historic Preservation Officer

**Minnesota Department of Transportation****Office of Environmental Services**

395 John Ireland Boulevard, MS 620
St. Paul, MN 55155-1899

Fax: 651/ 284-3754
Phone: 651/ 284-3750

July 21, 2003

Bryan Benjamin
Bonestroo Rosene Anderlik & Associates
112 7th Street NE
Rochester, MN 55906

RE: Federal Threatened and Endangered Species
S.P. 159-080-12, Overland Drive
New Road Construction
City of Rochester
Olmsted County

Dear Mr. Benjamin:

As you have requested I have reviewed the effects the above referenced project will have upon Federal Threatened and Endangered (T&E) Species. The project county is within the distribution range of the bald eagle, Leedy's roseroot, and the prairie bush clover, all Federal T&E Species.

If a Federal agency authorizes, funds, or carries out a proposed action, the responsible Federal agency, or its delegated agent, is required to evaluate whether the proposed action "may affect" listed species. If it is determined that the action "may affect" a listed species, then the responsible Federal agency shall request Section 7 consultation with the USFWS. If the consultation shows "no effect" on the listed species, further consultation is not necessary.

According to the information provided by the Natural Heritage Database (updated 1-15-03) maintained by the Minnesota Department of Natural Resources, there are no known occurrences of Federal T&E Species within the project area. In addition, due to the location and nature of the proposed project, we conclude that the project will have not effect on Federal T&E Species. If the project is modified or new information becomes available which indicates that listed species may be affected, please contact this office.

This review was completed for Federally Listed T&E Species only. For information on State Listed T&E Species, contact the Natural Heritage and Nongame Research Program of the Minnesota Department of Natural Resources.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Jason Alcott'.

Jason Alcott
Natural Resource Specialist

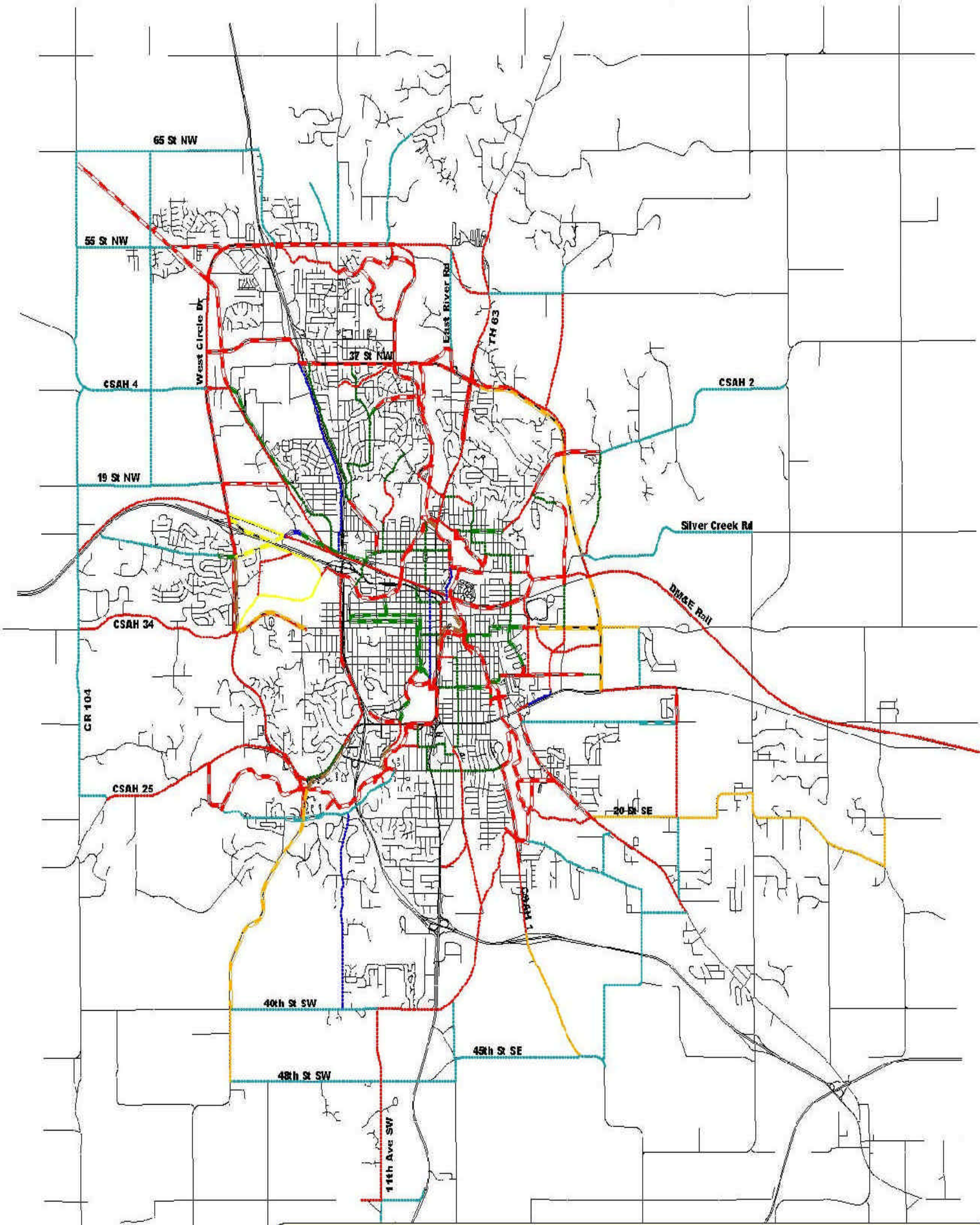
cc: OES, Gerry Larson Greg Busacker file
USFWS, Gary Wege

ROCOG Long Range Bicycle Plan

Adopted by ROCOG Policy Board September 1999

N





Bicycle Facility Classifications

Smergebikeplan.shp	 Bicycle Route (Future)	 Pedestrian Path
 Bicycle Path (Existing)	 Bicycle Lane (Existing)	 Neighborhood Connector (Existing)
 Bicycle Path (Future)	 Bicycle Lane (Future)	 Neighborhood Connector (Future)
 Bicycle Route (Existing)	 Wide Shoulder (Existing)	
	 Wide Shoulder (Future)	

**Overland Drive NW
Rochester, Minnesota
Noise Impact and Mitigation Study
August, 2003**

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A. Project Description

This report provides a noise impact analysis, performed by SBP Associates, Inc. (SBP), for the proposed Overland Drive NW project in Rochester, Minnesota. The analysis is used to assess how the proposed roadway will affect the noise impacts to existing and future receptors in the areas surrounding the project.

Since the proposed project is to be a City-owned roadway without full control of access, it is exempt from Minnesota Noise Standards, per Minnesota Statutes, Section 116.07 Subd. 2a. The project will be partially funded with Federal money, therefore potential traffic noise impacts of this project will be evaluated using federal noise criteria.

B. FHWA Noise Abatement Criteria

The Federal Highway Administration (FHWA) noise abatement criteria are a matrix of land use categories and noise levels associated with traffic noise impacts for each respective land use. The following chart gives the L_{10} and L_{eq} criteria by activity category. Sound levels are expressed in dBA. A dBA is a unit of sound level expressed in decibels and weighted for the purpose of approximating the human response to sound. A description of activities for each category is included to help identify which land use category and noise level is appropriate for a proposed project.

Table 1
FHWA Noise Abatement Criteria
Hourly A-Weighted Sound Level in Decibels (dBA)

Activity Category	L ₁₀	L _(eq)	Description of Activity Category
A	60 dBA (Exterior)	57 dBA (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	70 dBA (Exterior)	67 dBA (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	75 dBA (Exterior)	72 dBA (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	No Limit	No Limit	Undeveloped Lands
E	55 dBA (Interior)	52 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Noise abatement measures must be considered if the project design year noise levels are within 1 dBA of the above criteria, or if project design year noise levels are 5 dBA greater than existing noise levels.

Most roadway projects fall under activity category B or C. The L₁₀ value is the sound level that is exceeded 10% of the time, measured over the noisiest one-hour period of the day. This is usually during the hour that has the highest volume of traffic in a 24-hour period, unless traffic congestion causes a reduction in travel speeds. The L_{eq} is the sound level, which over a period of time contains the same amount of sound energy as the varying levels of the traffic noise (i.e., average sound level). The L_{eq} is more complex than the L₁₀ and is usually less than the L₁₀ under typical traffic conditions. For federal noise analyses in Minnesota, the L₁₀ values, shown in the chart above, are applied in noise analyses.

C. Project Receptor Locations

Thirteen receptor locations were chosen for analysis for this report. These receptors represent existing residences and also future residential development surrounding the proposed Overland Drive NW project. These are Activity Category B receptors under the FHWA criteria. Receptor locations are shown in Figure 1.

D. Noise Monitoring

In order to assist with determining existing project-area noise levels, noise monitoring was conducted in three locations. A location description and the monitored L₁₀ noise levels obtained for each location are contained in the following table.

Table 2
Noise Monitoring Results

Monitoring Location Designation	Description	Monitored L ₁₀ (dBA)
M1	East of Bandel Road NW	55.0
M2	ARCON Development, Inc., Phase III Area	47.0
M3	East of 18 th Avenue NW	65.0

The monitoring was performed on June 13, 2003. The monitoring locations are shown in Figure 1. Graphical summaries of the monitoring results are provided in Appendix A.

The primary noise source at the Bandel Road NW location (M1) was traffic from US Highway 52, which was visible from the monitoring location. The ARCON Development, Inc., Phase III area (M2) monitoring results were influenced mainly from noise generated by home construction activities. There was little audible traffic noise at this location. The primary noise source at the M3 location was traffic from 18th Avenue NW.

E. Minnoise Model

The Minnoise model is a modified (modified by the Minnesota Department of Transportation) version of the Federal Highway Administration's Optima/Stamina model that is used to predict noise levels from highway projects and to assist with the development of noise barriers.

F. Model Assumptions

Noise level predictions were based on the following data and assumptions:

- Traffic noise levels were predicted based on constant operating speeds of 30 miles per hour (mph) on Bandel Road NW, 50 mph on 18th Avenue NW and 40 mph on both Overland Drive NW and 65th Avenue NW.
- The noise analysis was completed for predicted 2024 traffic levels during the peak afternoon rush hour, with 2 percent medium trucks and 5 percent heavy trucks for Overland Drive NW, Bandel Road NW and 65th Street NW. 18th Avenue NW included 1.2 percent medium trucks and 2.7 percent heavy trucks. The ratio of

medium and heavy trucks for 18th Avenue NW was based on a peak hour count conducted in the monitoring phase of the project.

- Traffic data for year 2024 for the study was generated Rochester Olmsted Council of Governments (ROCOG) for Overland Drive NW, Bandel Road NW and 65th Street NW. The 2024 traffic level for 18th Avenue NW is a projection based on a peak hour count conducted during the monitoring phase of the project.
- The analysis assumed acoustically soft ground cover between the roadway and all receptor locations.

G. Model Results

The following table shows the results of the modeling analysis for the existing, 2024 no-build, and 2024 build scenarios:

Table 3
Existing and Predicted Noise Levels (dBA)

Receptor	Existing	2024 No Build	No Build vs. Existing	2024 Build	2024 Build vs. Existing
R1	53.1	59.4	6.3	59.7	6.6
R2	48.4	54.6	6.2	60	11.6
R3	41.7	47.3	5.6	57.1	15.4
R4	40	45	5	56.8	16.8
R5	41.1	46	4.9	63.3	22.2
R6	64.7	70.5	5.8	70.5*	5.8
R7	43.4	48.3	4.9	57.5	14.1
R8	40.2	45.1	4.9	49	8.8
R9	40.4	45.4	5	56.6	16.2
R10	39.8	44.9	5.1	54.5	14.7
R11	41	46.6	5.6	53.8	12.8
R12	43.5	49.3	5.8	55.1	11.6
R13	40.6	45.5	4.9	53	12.4

* Exceeds FHWA NAC L₁₀

Complete MINNOISE model output files are provided in Appendix B.

The results show that the predicted 2024 build noise levels exceeded the FHWA criteria for Activity Category B areas at one receptor, R6. Additionally, the predicted noise level increases for the “Build Alternative” are greater than 5 dBA over the existing levels for each identified receptor. Therefore, the proposed project meets the criteria for noise abatement evaluation.

H. Mitigation Analyses

1. Noise Walls

Noise walls are the most common method of noise abatement considered when evaluating noise abatement due to traffic noise. For Mn/DOT to consider the erection of a noise wall, one of the following factors must exist:

- The existing noise levels in a neighborhood are in excess of the FHWA’s criteria. (Criteria not met by project.)
- The predicted noise levels in a neighborhood are expected to be in excess of the FHWA’s criteria for the design year of the project. (Criteria not met by project – one receptor did exceed the FHWA criteria, but was located off the project and is independent of the project.)
- The noise levels in a neighborhood are predicted to be “substantially” above current noise levels in the project design year. “Substantial” is defined as 5 dBA or greater. (Criteria met by project.)
- The predicted noise level approaches or exceeds the acceptable limit. Approaching is defined as the predicted level being within 1 decibel from the limit. (Criteria not met by project – one receptor did exceed the FHWA criteria, but was located off the project and is independent of the project.)

If one of the above conditions is met, noise walls are considered for construction based on several factors, including cost reasonableness.

2. Noise Wall Locations

Figure 2 shows the location of seven (7) modeled noise walls that were evaluated using the Minnoise model. The modeled wall locations were selected by considering the location and density of receptors from the roadway. Both 10 and 20-foot walls were evaluated.

3. Noise Wall Model Results

One receptor received the required 5 dBA noise reduction from the modeled noise walls. It was a receptor (R7 in Figure 2) located at the southern end of the proposed ARCON Development Inc., Phase VI, townhome development. The model indicated that this receptor would receive a 5.6 dBA reduction if a 20 foot wall were constructed. This noise

reduction is due to Wall #7, also depicted in Figure 2. None of the other 12 receptors received the required 5 dBA noise reduction in the modeling performed. The MINNOISE model output files for this activity are provided in Appendix B.

4. Cost Reasonableness Requirements

In order for a noise wall to be constructed by Mn/DOT it must be able to be constructed at a “reasonable” cost. “Reasonable” cost is currently defined by Mn/DOT as \$3,250/dBA. This is determined by dividing the total cost of a wall (currently estimated at \$15 per square foot) by the total decibel reduction for residences that are predicted to receive at least a 5 decibels reduction.

5. Detailed Wall #7 Cost Reasonableness Analysis

Because Wall #7 provided more than 5 dBA reduction in noise levels, a detailed modeling analyses was performed for this area (the proposed Phase VI townhome development) to determine whether a noise wall would meet the MN/DOT cost reasonableness requirement of \$3250/dBA.

Figure 3 shows the location of the proposed townhomes and the receptor numbers assigned to the townhomes for this detailed analyses. The following table shows the modeled noise reduction achieved by the proposed wall for each receptor location.

The results of the SBP analyses show that a 20 foot high and 1,325 foot long wall would have a cost reasonableness value of \$2,020/dBA, meeting the Mn/DOT cost reasonableness requirement of \$3,250/dBA. At \$15 per square foot, the estimated cost of this wall is \$397,500. The following table shows the modeled noise reduction achieved by the proposed wall for each receptor location.

Table 4
Wall 7 Effectiveness

Residential Receptor	Noise Level Without Wall		Noise Level With 20' Wall		Reduction Due to 20' Wall	
	L ₁₀	L ₅₀	L ₁₀	L ₅₀	L ₁₀	L ₅₀
R7-1	63.4	56.3	58.2	50.8	5.2	5.5
R7-2	63.7	56.5	57.4	50.6	6.3	5.9
R7-3	63.8	56.6	56.9	50.6	6.9	6
R7-4	63.9	56.7	56.3	50.4	7.6	6.3
R7-5	63.8	56.6	55.7	50.5	8.1	6.1
R7-6	55.7	51.0	54.9	50.2	0.8	0.8
R7-7	63.2	56.1	54.6	50.2	8.6	5.9
R7-8	62.9	55.9	54.4	50.2	8.5	5.7
R7-9	62.4	55.5	54.2	50.2	8.2	5.3
R7-10	62.1	55.2	54.0	50.2	8.1	5
R7-11	60.7	54.3	52.5	49.4	8.2	4.9
R7-12	63.5	56.1	53.3	49.9	10.2	6.2
R7-13	62.2	55.2	52.7	49.8	9.5	5.4
R7-14	59.7	53.9	55.9	50.0	3.8	3.9
R7-15	59.8	53.9	55.8	50.1	4.0	3.8
R7-16	59.3	53.5	54.4	49.9	4.9	3.6
R7-17	59.0	53.4	54.2	49.8	4.8	3.6
R7-18	58.8	53.2	53.9	49.7	4.9	3.5
R7-19	58.5	53.0	53.4	49.4	5.1	3.6
R7-20	57.8	52.6	52.8	49.2	5.0	3.4
R7-21	57.2	52.2	52.5	49.0	4.7	3.2
R7-22	56.8	51.9	52.2	49.0	4.6	2.9
R7-23	56.7	51.9	52.0	49.0	4.7	2.9
R7-24	57.0	52.1	51.9	49.2	5.1	2.9
R7-25	57.2	52.2	52.0	49.3	5.2	2.9
R7-26	56.9	52.0	51.9	49.3	5.0	2.7
R7-27	58.1	52.7	52.2	49.6	5.9	3.1
R7-28	58.3	52.9	52.3	49.7	6.0	3.2
R7-29	58.9	53.2	52.4	49.8	6.5	3.4
R7-30	58.9	53.3	52.6	50.0	6.3	3.3
R7-31	58.8	53.2	52.8	50.1	6.0	3.1
R7-32	58.8	53.3	52.9	50.3	5.9	3.0
R7-33	60.1	54.1	53.4	50.6	6.7	3.5
R7-34	58.5	53.4	54.0	51.0	4.5	2.4
R7-35	58.5	53.5	54.2	51.1	4.3	2.4

Details of the cost reasonableness calculations are provided in Appendix C.

I. Summary/Conclusions

Based on the year 2024 noise impact analysis, the presence of Overland Drive NW will result in a “substantial” (5 dBA or greater) noise increase for many receptors compared to the “Existing” modeled L₁₀ values.

The federal highway administration requires the evaluation of mitigation measures where a proposed project will cause a substantial increase in noise levels. The analyses in this report shows that a 20 foot high and 1,325 foot long wall protecting a proposed town home development would have a cost reasonableness value of \$2,020/dBA, meeting the Mn/DOT cost reasonableness requirement of \$3,250/dBA.

Predicted noise levels in this location are well below the federal abatement criteria for residential areas both with and without the proposed wall.